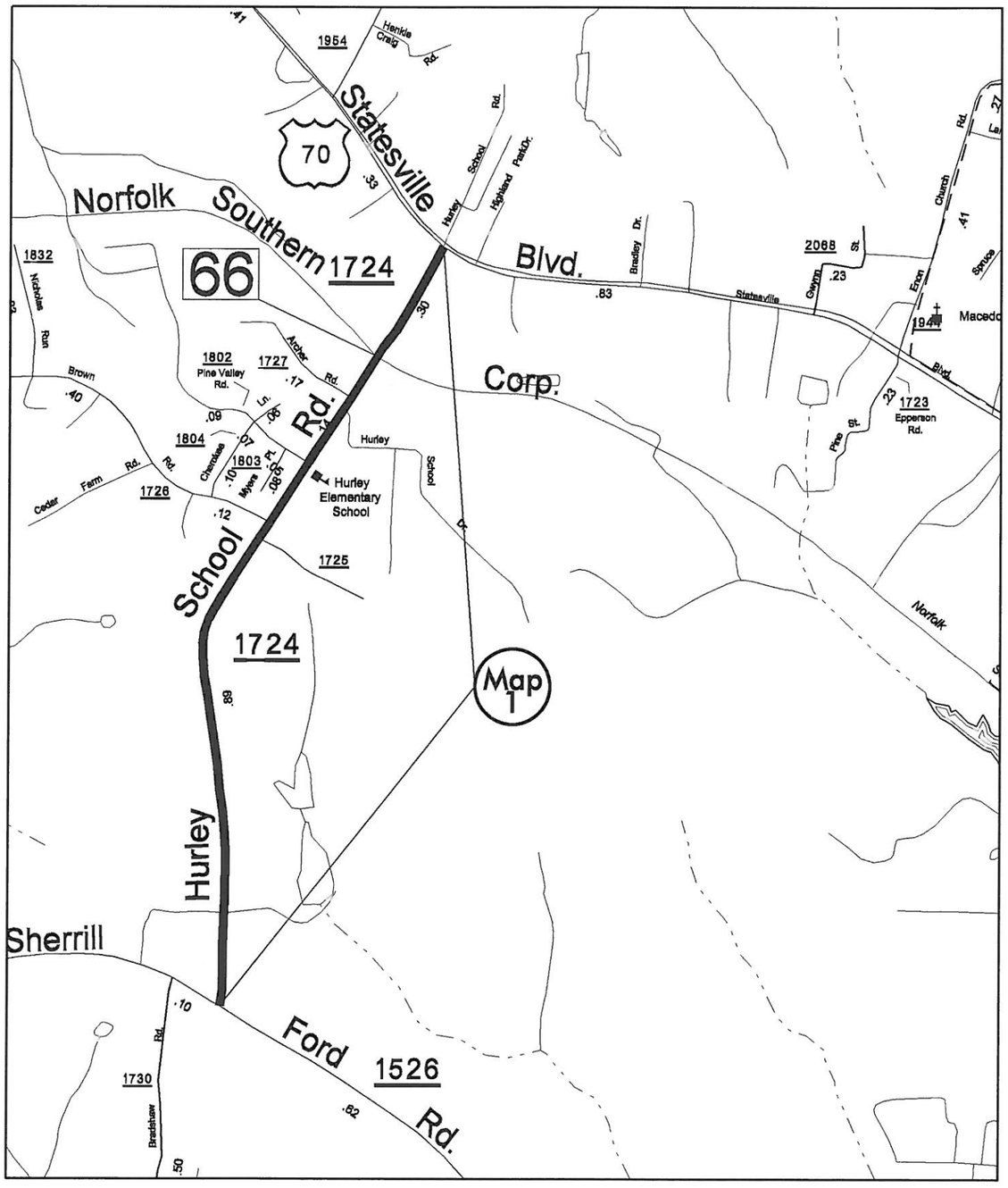
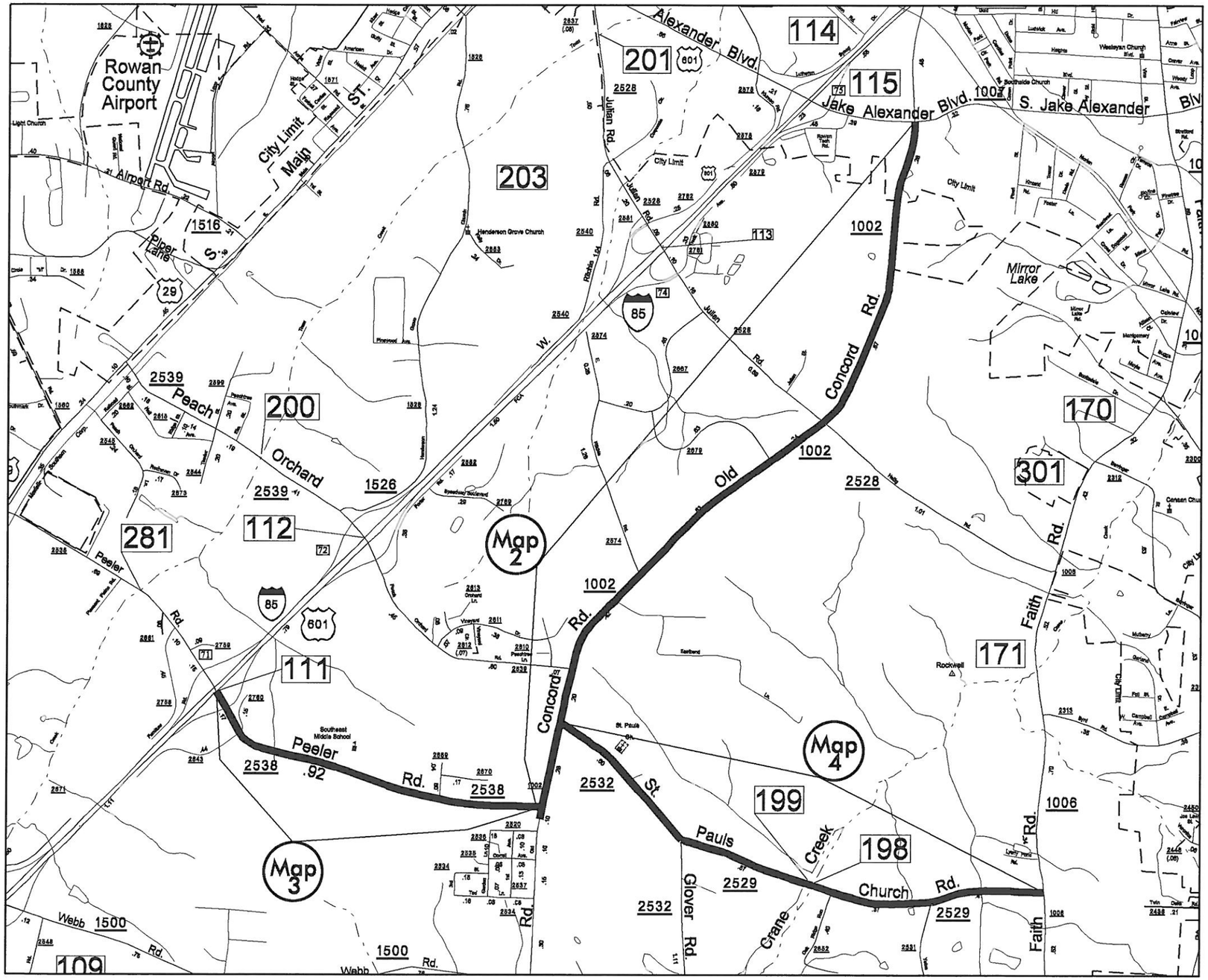


MAP 1
SR 1724 HURLEY SCHOOL ROAD

ROWAN COUNTY

NORTH CAROLINA



MAP 2
SR 1002 OLD CONCORD ROAD

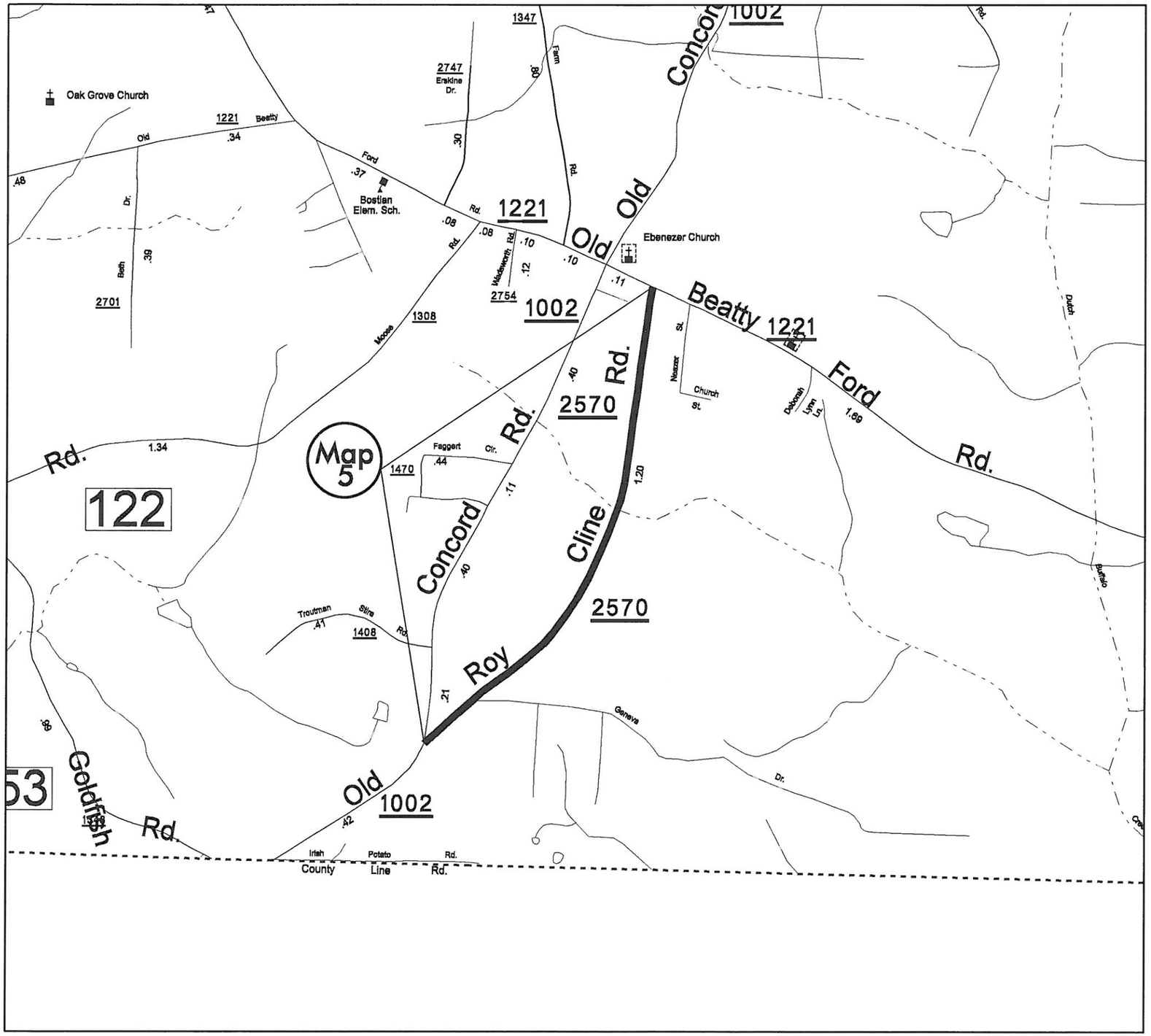
MAP 3
SR 2538 PEELER ROAD

MAP 4
SR 2529 ST. PAULS CHURCH ROAD
SR 2532 ST. PAULS CHURCH ROAD

ROWAN COUNTY

NORTH CAROLINA

SHEET NO. 3
ROWAN COUNTY



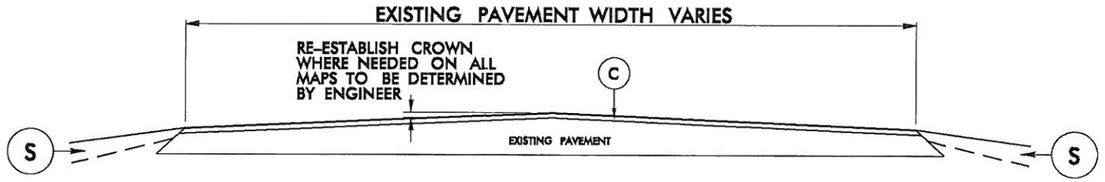
MAP 5
SR 2570 ROY KLINE ROAD

ROWAN COUNTY
NORTH CAROLINA

Rowan County 2012 Resurfacing Bridge List

PROJECT NO.	SHEET NO.	TOTAL NO.
	4	

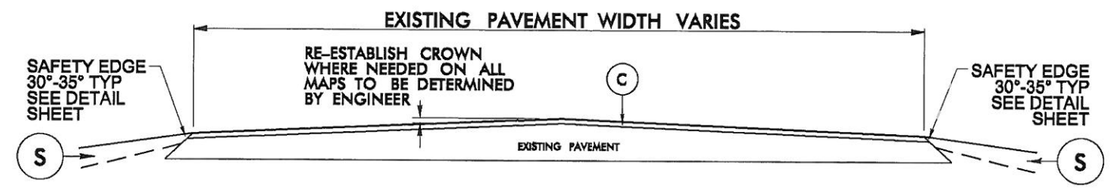
Map No.	Route No.	Route Name	Bridge No.	Feature Intersected	Floor Construction	Clear Roadway Width (Ft)	Horizontal Clearance Under (Ft.)	Vertical Clearance Under	Length (Ft)	Posting	Recommended Treatment, From Bridge Maintenance
1	SR1724	HURLEY SCHOOL ROAD	66	SOUTHERN RAILROAD	6.75 RC SLAB	24	NA	NA	125	SV 38 TTST LGW 9-19-2008	Mill approaches; Do not pave on bridge
3	SR2538	PEELER ROAD	111	I-85 & US601	9 RC SLAB	52.1	NA	17FT 01IN I-85 NBL 17FT 04IN I-85 SBL	252	NA	Mill approach; Do not pave on bridge
4	SR2529	ST. PAULS CHURCH ROAD	198	CRANE CREEK	STL.PLK. 3.5 AWS	28	NA	NA	31	SV 38 TTST 44 9-22-2008	Mill deck 1.5" and pave back; Mill approaches
4	SR2529	ST. PAULS CHURCH ROAD	199	CRANE CREEK	STL.PLK. 3.5 AWS	28	NA	NA	31	SV 38 TTST 44 9-22-2008	Mill deck 1.5" and pave back; Mill approaches



Shoulder reconstruction in areas only with no outside curb (typ.)

Shoulder reconstruction in areas only with no outside curb (typ.)

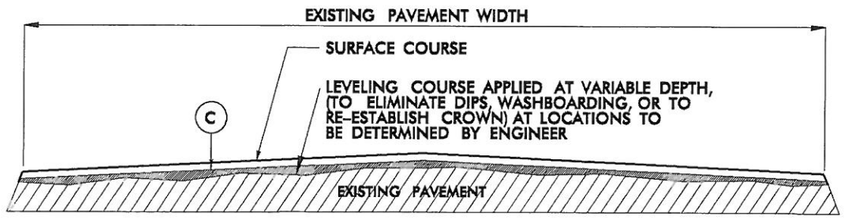
TYPICAL SECTION NO. 4
MAP NO.2 SR 1002 OLD CONCORD ROAD



Shoulder reconstruction in areas only with no outside curb (typ.)

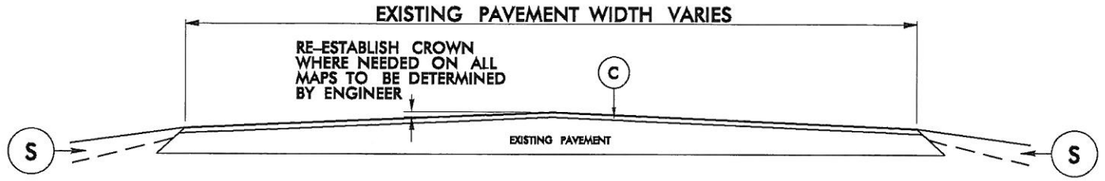
Shoulder reconstruction in areas only with no outside curb (typ.)

TYPICAL SECTION NO. 4
MAP NO.1 SR 1724 HURLEY SCHOOL ROAD
MAP NO.3 SR 2538 PEELER ROAD
MAP NO.4 SR 2529 /SR 2532 ST. PAULS CHURCH ROAD
MAP NO.5 SR 2570 ROY KLINE ROAD



TYPICAL LEVELING DETAIL

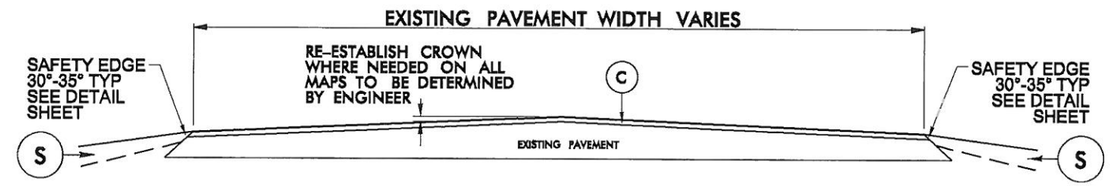
PAVEMENT SCHEDULE	
C	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
M	MILL ASPHALT PAVEMENT, 0 TO 1½" DEPTH
M1	MILL ASPHALT PAVEMENT, 1½" DEPTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT



Shoulder reconstruction in areas only with no outside curb (typ.)

Shoulder reconstruction in areas only with no outside curb (typ.)

TYPICAL SECTION NO. 4
MAP NO.2 SR 1002 OLD CONCORD ROAD



Shoulder reconstruction in areas only with no outside curb (typ.)

Shoulder reconstruction in areas only with no outside curb (typ.)

TYPICAL SECTION NO. 4
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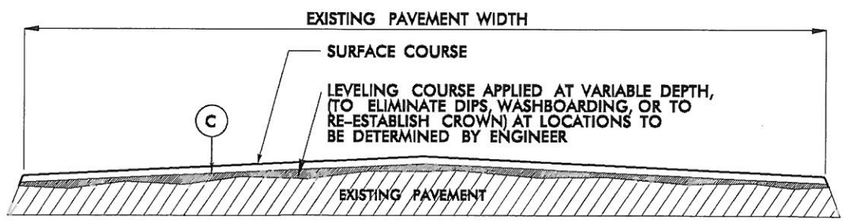
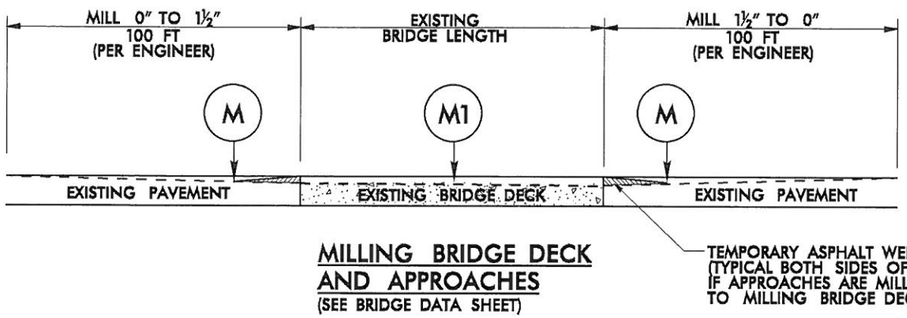
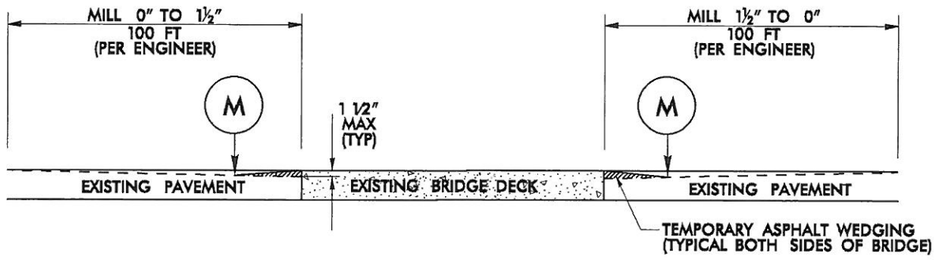


TYPICAL LEVELING DETAIL

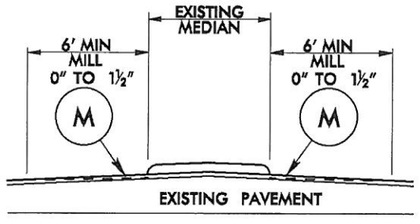
PAVEMENT SCHEDULE	
C	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
M	MILL ASPHALT PAVEMENT, 0 TO 1½" DEPTH
M1	MILL ASPHALT PAVEMENT, 1½" DEPTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT



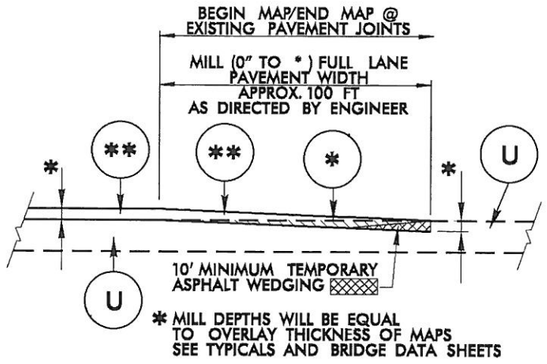
MILLING BRIDGE DECK AND APPROACHES
(SEE BRIDGE DATA SHEET)



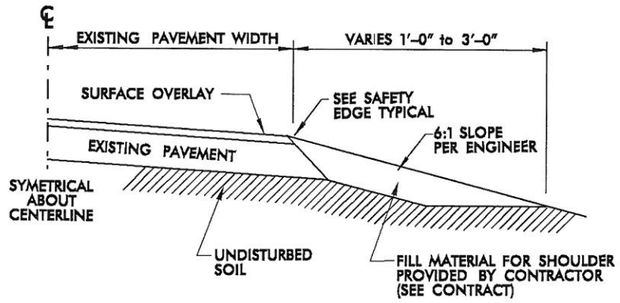
MILLING BRIDGE APPROACHES
(SEE BRIDGE DATA SHEET)



MILLING AT MEDIANS

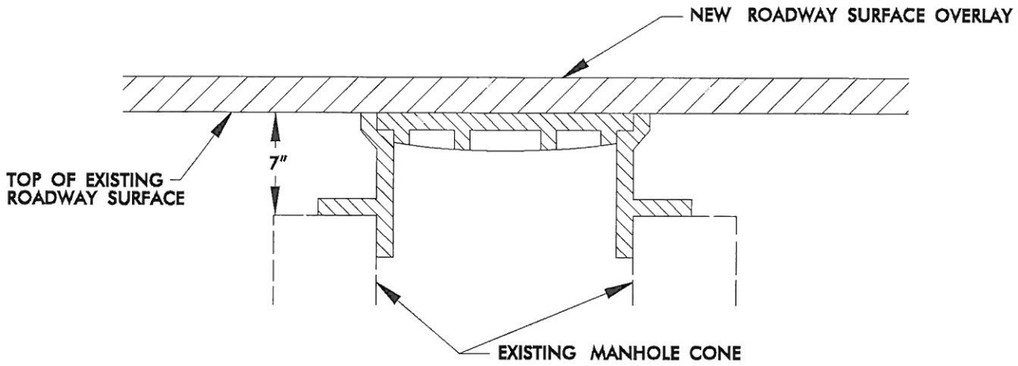


TIE–IN MILLING DETAIL

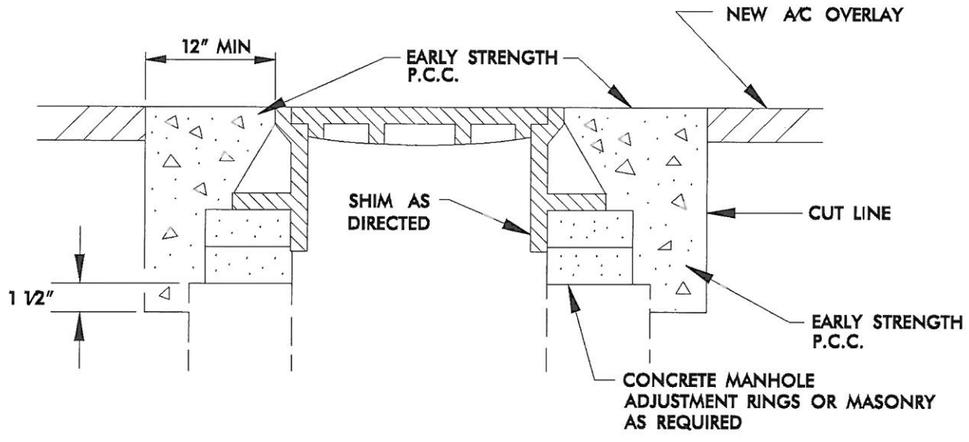


SHOULDER RECONSTRUCTION

PAVEMENT SCHEDULE	
C	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
M	MILL ASPHALT PAVEMENT, 0 TO 1½" DEPTH
M1	MILL ASPHALT PAVEMENT, 1½" DEPTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT



STEP 1



STEPS 2,3, & 4

STEP 1 COVER EXISTING MANHOLE WITH APPROVED MATERIAL AND CONSTRUCT OVERLAY ACROSS TOP OF MANHOLE

STEP 2 SAW CUT EXCAVATION AROUND MANHOLE 12" MIN. FROM MANHOLE FRAME.

STEP 3 RAISE MANHOLE FRAME RINGS TO FINISH PAVEMENT PROFILE AND CROSS SLOPE.

STEP 4 BACKFILL WITH EARLY STRENGTH P.C.C. TO DEPTHS AS DIRECTED.

MANHOLE ADJUSTMENT DETAIL

CONSTRUCTION NOTES:

1. ALL QUANTITIES ARE "ESTIMATED" AS INDICATED IN THE "SUMMARY OF QUANTITIES".

2. CONSTRUCTION SHALL PROGRESS IN PHASES, IN THE ORDER INDICATED BELOW:

   PHASE 1 – MILLING AND PATCHING (WHEN REQUIRED)
   PHASE 2 – LEVELING (AS DIRECTED BY ENGINEER)
   PHASE 3 – SURFACE OVERLAY
   PHASE 4 – SHOULDER DROP–OFF REPAIR (AS NEEDED AND DIRECTED BY ENGINEER)
   PHASE 5 – UTILITY ADJUSTMENTS (MANHOLE RING/COVER, VALVE/METER BOX RING/COVER, CATCH BASIN GRATE/COVER, DROP INLET GRATE/COVER, ETC.) WHEN REQUIRED.

3. BRIDGES THAT HAVE FLOOR DRAINS, SHALL HAVE ALL FLOOR DRAINS LEFT OPEN. EXTRA CARE SHALL BE EXERCISED IN MILLING (IF REQUIRED) AND IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE.

4. TEMPORARY ASPHALT WEDGING SHALL BE PLACED ON THE SAME DAY THAT BRIDGE AND/OR RAILROAD APPROACHES ARE MILLED (AND IF APPROACHES ARE MILLED PRIOR TO BRIDGE DECK).

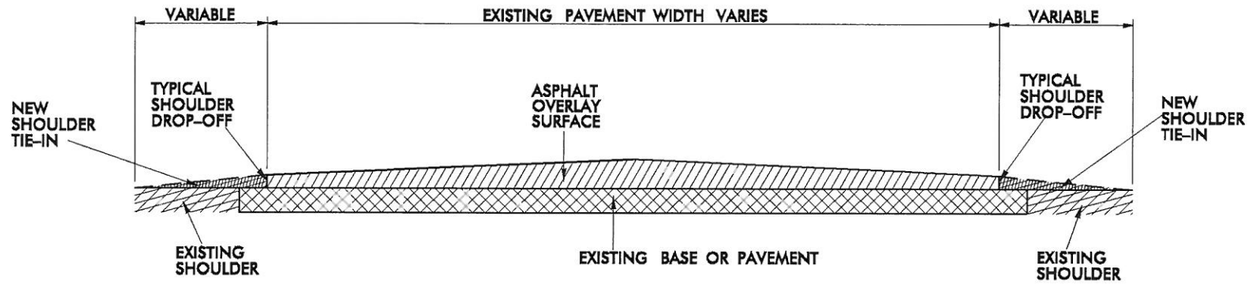
5. SOME MAPS MAY REQUIRE EXTRA ASPHALT SURFACE (LEVELING) TO BE PLACED TO ELIMINATE UNEVEN PAVEMENT, WASHBOARDING OR TO RE–ESTABLISH THE CROWN. THE QUANTITY AND LOCATION OF THIS ITEM SHALL BE AS DIRECTED BY THE ENGINEER.

6. FOR TWO–LANE ROADWAYS – IT SHALL BE UNDERSTOOD THAT TYPICALLY ON A ROADWAY MEASURING 20 FEET OR LESS IN WIDTH, THE CENTER OF THE WHITE EDGELINE SHALL BE LOCATED SIX INCHES FROM THE EDGE OF PAVEMENT ON EITHER SIDE OF THE ROADWAY; ON A ROADWAY MEASURING 22 FEET IN WIDTH, TRAVEL LANES SHALL MEASURE 10 FEET AND THE WHITE EDGELINE SHALL BE LOCATED ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE; ON A ROADWAY MEASURING 24 FEET IN WIDTH, TRAVEL LANES SHALL MEASURE 11 FEET AND THE WHITE EDGELINE SHALL BE LOCATED ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE; ON A ROADWAY MEASURING 26 FEET OR MORE IN WIDTH, TRAVEL LANES SHALL MEASURE 12 FEET AND THE WHITE EDGELINE SHALL BE LOCATED NO LESS THAN ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE. THIS SHALL BE STANDARD PRACTICE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

7. PAPER JOINTS ARE TO BE PLACED BETWEEN DAYS OF PAVING OPERATIONS AS SPECIFIED IN THE STANDARD SPECIFICATIONS SECTION 610–11.

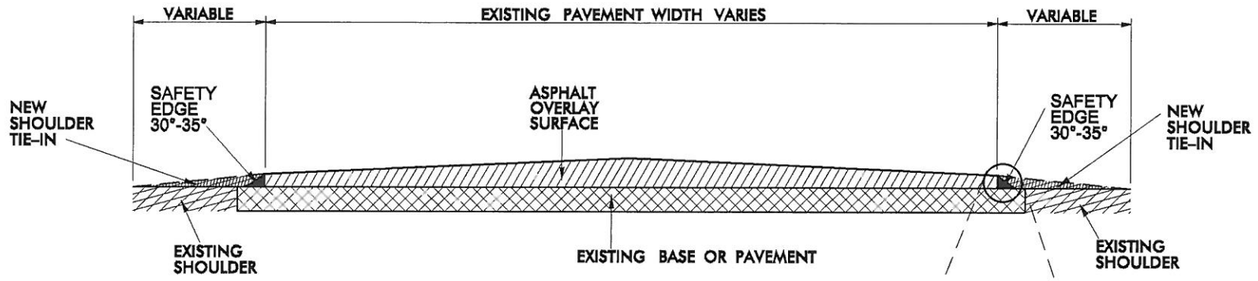
8. ALL MILLED AREAS WILL BE PAVED WITHIN 72 HOURS UNLESS APPROVED BY THE ENGINEER.

9. REPLACE ANY PORTION OF STOP BARS AND OTHER PAVEMENT MARKINGS AT ANY INTERSECTION INCLUDING Y–LINES NOT ACTUALLY BEING PAVED OVER, THAT ARE OBLITERATED BY THE PAVING OPERATION EITHER BY HAULING WHEEL TRACKS OR TACK TRUCK BY THE END OF EACH RESURFACING OPERATION



TYPICAL ROADWAY CROSS SECTION

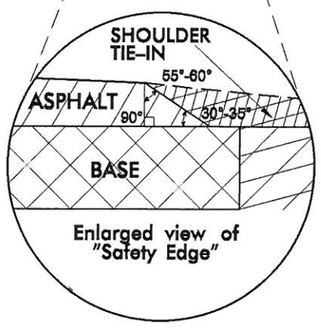
(Not to Scale)



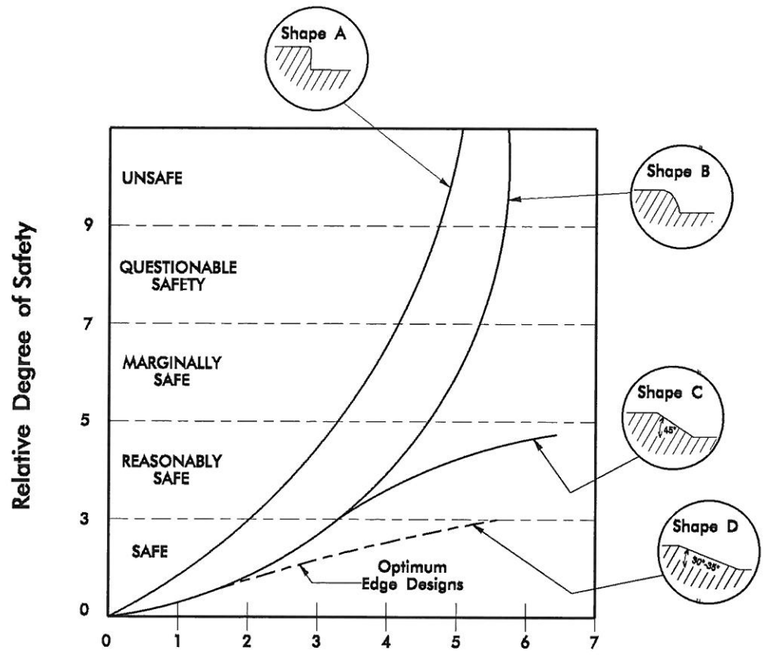
TYPICAL ROADWAY CROSS SECTION SHOWING THE "SAFETY EDGE" SHOULDER INSERT

(Not to Scale)

Note:
Attach a device, mounted on screed of paving equipment, capable of constructing a shoulder wedge with an angle of not more than 30 degrees along the outside edge of the roadway, measured from the horizontal plane in place after final compaction on the final surface course. Use an approved mechanical device will form the asphalt mixture to produce a wedge with uniform texture, shape and density while automatically adjusting to varying heights.
Payment for use of this device will be incidental to the other pay items in the contract.



The purpose of the "Safety Edge" is to reduce pavement edge drop off hazards.



*Source: Zimmer and Ivey, Texas Transportation Institute.

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION	2/4/2011
Safety Edge Typical	SHEET # OF
S:\DDC\Safety-Edge Typical\Safety_Edge_Typical.DGN	Drawn By: DLL

PROJECT NO.	SHEET NO.	TOTAL NO.
SECONDARY	9	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	FINAL SURFACE TESTING REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TONS	SHOULDER BORROW CY	SHOULDER RECONSTRUCTION SMI	MILLING ASPHALT PAVEMENT, 1 1/2"DEPTH SY	MILLING ASPHALT PAVEMENT, 0"TO 1 1/2" DEPTH SY	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, S9.5C TONS	LEVELING COURSE, S9.5C TONS	ASPHALT BINDER FOR PLANT MIX TONS	ADJ. OF MANHOLES EA	ADJ. OF METER OR VALVE BOX EA
SECONDARY	Rowan	1	SR 1724 HURLEY SCHOOL ROAD	FROM STATESVILLE BOULEVARD (US 70) TO SHERRILS FORD ROAD (SR 1526)	3	NO	1.374	22	129	165	2.75		1,022	1,733			104		
TOTAL FOR MAP NO. 1							**1.374**		**129**	**165**	**2.75**		**1,022**	**1,733**			**104**		
SECONDARY	Rowan	2	SR 1002 OLD CONCORD ROAD	FROM PEELER ROAD SR2538 TO JAKE ALEXANDER BLVD SR1007	4	NO	3.05	24	177	366	6.10		941		4,436	125	270	3	2
TOTAL FOR MAP NO. 2							**3.05**		**177**	**366**	**6.10**		**941**		**4,436**	**125**	**270**	**3**	**2**
SECONDARY	Rowan	3	SR 2538 PEELER ROAD	FROM OLD CONCORD ROAD SR1002 TO I-85	3	NO	1.3	24	69	156	2.60		1,240	2,046			123		
TOTAL FOR MAP NO. 3							**1.3**		**69**	**156**	**2.60**		**1,240**	**2,046**			**123**		
SECONDARY	Rowan	4	SR 2529 & SR 2532 ST PAULS CHURCH ROAD	FROM OLD CONCORD ROAD SR1002 TO FAITH ROAD SR1006	3	NO	1.97	23	156	236	3.94	193	1,733	2,470			148		
TOTAL FOR MAP NO. 4							**1.97**		**156**	**236**	**3.94**	**193**	**1,733**	**2,470**			**148**		
SECONDARY	Rowan	5	SR 2570 ROY KLINE ROAD	FROM SR 1002 OLD CONCORD ROAD TO SR 1221 OLD BEATTY FORD ROAD		NO	1.131	20	84	136	2.26		533	1,234			74		
TOTAL FOR MAP NO. 5							**1.131**		**84**	**136**	**2.26**		**533**	**1,234**			**74**		
TOTAL FOR PROJ NO. SECONDARY							**8.825**		**615**	**1,059**	**17.65**	**193**	**5,469**	**7,483**	**4,436**	**125**	**719**	**3**	**2**
GRAND TOTAL							**8.825**		**615**	**1,059**	**17.65**	**193**	**5,469**	**7,483**	**4,436**	**125**	**719**	**3**	**2**

NOTE: All Quantities listed include turn lanes and are estimates; Payment will be based on actual field measurements and quantities received.

PROJECT NO.	SHEET NO.	TOTAL NO.
SECONDARY	10	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	LENGTH	WIDTH	4685000000-E 4" X 90 M WHITE THERMO LF	4685000000-E 4" X 90 M YELLOW THERMO LF	4686000000-E 4" X 120 M YELLOW THERMO LF	4686000000-E 4" X 120 M WHITE THERMO LF	4710000000-E 24" X 120 M WHITE THERMO LF	4721000000-E THERMO MSG SCHOOL 120 M EA	4725000000-E THERMO LT ARROW 90 M EA	4725000000-E THERMO STR & RT ARROW 90 M EA	4725000000-E THERMO RT ARROW 90 M EA	4725000000-E THERMO STR ARROW 90 M EA
SECONDARY	Rowan	1	SR 1724 HURLEY SCHOOL ROAD	FROM STATESVILLE BOULEVARD (US 70) TO SHERRILS FORD ROAD (SR 1526)	1.374	22	14,509		17,104	85	111	12	2			
TOTAL FOR MAP NO. 1					**1.374**		**14,509**		**17,104**	**85**	**111**	**12**	**2**			
SECONDARY	Rowan	2	SR 1002 OLD CONCORD ROAD	FROM PEELER ROAD SR2538 TO JAKE ALEXANDER BLVD SR1007	3.05	24	32,208		37,756	1,196	77		19	7	3	
TOTAL FOR MAP NO. 2					**3.05**		**32,208**		**37,756**	**1,196**	**77**		**19**	**7**	**3**	
SECONDARY	Rowan	3	SR 2538 PEELER ROAD	FROM OLD CONCORD ROAD SR1002 TO I-85	1.3	24	14,088	360	15,198	851	156	12	5		4	4
TOTAL FOR MAP NO. 3					**1.3**		**14,088**	**360**	**15,198**	**851**	**156**	**12**	**5**		**4**	**4**
SECONDARY	Rowan	4	SR 2529 & SR 2532 ST PAULS CHURCH ROAD	FROM OLD CONCORD ROAD SR1002 TO FAITH ROAD SR1006	1.97	23	20,803		21,197		28					
TOTAL FOR MAP NO. 4					**1.97**		**20,803**		**21,197**		**28**					
SECONDARY	Rowan	5	SR 2570 ROY KLINE ROAD	FROM SR 1002 OLD CONCORD ROAD TO SR 1221 OLD BEATTY FORD ROAD	1.131	20	12,170		11,943							
TOTAL FOR MAP NO. 5					**1.131**		**12,170**		**11,943**							
TOTAL FOR PROJ NO. SECONDARY					**8.825**		**93,778**	**360**	**103,198**	**2,132**	**372**	**24**	**26**	**7**	**7**	**4**
							94,138		**105,330**				**44**			
GRAND TOTAL					**8.825**		**93,778**	**360**	**103,198**	**2,132**	**372**	**24**	**26**	**7**	**7**	**4**
							94,138		**105,330**				**44**			

NOTE: All Quantities listed include turn lanes and are estimates; Payment will be based on actual field measurements and quantities received.